

State/Cnty SCALED SALES

In a scaled sale, the volume offered for sale is estimated but not guaranteed. If the volume of timber exceeds the estimate, as a whole or by species, the purchaser has the obligation to cut it and remove it paying the unit bid price. If there is less timber than estimated, there is no obligation of the landowner to make up the "shortage". The purchaser pays for actual scale. Estimate of cut volumes will be determined either by actual scale on the sale area or by mill scale as specified in the contract.

State Forest products from such sales will be paid for before removal of products from the sale area.

State/Cnty SCALING PROCEDURE

Products will be scaled on the sale area unless done at a mill using an agreed upon mill scale ticket system.

All logs shall be scaled with the Scribner Decimal C. Log Rule. Scaling methods shall be in accordance with the National Forest Scaling Handbook. The minimum top diameter for sawlogs should generally be determined by the minimum-sized log as stated in the Guide to Hardwood Log Grading, or for all softwoods as stated in Log Grades for Eastern White Pine, U.S. Forest Service. All sawlogs will be scaled in the woods and shall be marked with paint or crayon after scaling, unless other arrangements are provided for in the contract.

State On state land, a Scale Sheet, Form 2400-63, shall be used to record the products scaled and will be prepared in the field at the time the products are scaled. A copy of the scale slip will be attached to and filed with the station copy of the Timber Sale Transaction/Remittance, Form [2460-3](#), and the original copy of the scale sheet mailed to the contractor with the original copy of Form 2460-3.

State/Cnty MILL SCALE TICKET SYSTEM

The following are guidelines for use of a mill scale ticket system for [administering a timber sale](#).

Communication with mills is essential. It is recommended that this be done by personal visit or telephone call and then confirmed in writing. Cooperation of the destination mill is essential.

1. Equipment Needed

a. Tickets

- 1) A three-part ticket set is used. Individual Forest Products Harvesting Permits (tickets) are printed for each property. The ticket contains information as to the sale number, date, time of day the wood is hauled, trucker, destination, species, approximate volume, and truck.
- 2) Tickets are numbered serially. Each copy of the ticket has the ticket number on it.
- 3) Tickets are bound in books of 25 three-part sets.
- 4) Each ticket book has a cover on which to record the name of the forest in bold letters, the timber sale number, and the contractor's name.
- 5) Tickets are issued to the contractor. A record of ticket numbers is maintained.
- 6) Contractors are held accountable for all tickets issued.
- 7) Contractors are responsible for assuring that their haulers have the appropriate tickets in their trucks.
- 8) Truck delivery: Truck drivers complete the ticket as they leave the sale area and deposit the first copy in the lock box. When they reach the destination mill, the drivers give the second copy of the ticket to the scaler. The scaler attaches this copy of the ticket to a copy of the scale slip. Periodically the scale slips with the attached tickets are returned to the forest manager.
- 9) The third copy of the ticket is the contractor's copy.

b. Lock Boxes - Placement:

- 1) The lock boxes should be placed so that they are easily accessible to the truck driver, yet not be a traffic hazard or susceptible to damage from graders or snowplows. With frozen ground in the winter, it is possible to chain a lock box to a tree.

2. Procedure

- a. Rail delivery: The truck drivers complete the ticket as they leave the sale area and deposit the first copy in the lock box. Since more than one load is required to fill the car, the second copies of the tickets are left in the book until the car is loaded. At that point, the car number is written on each of the second copies, and these are attached to the bill of lading for the car. Contractors mail the bill of lading with the attached ticket copies to the destination mill.

When the car reaches the mill, it is scaled, the ticket copies removed from the bill of lading and attached to a copy of the scale slip. The scale slip and tickets are then mailed back to the forest manager.

- b. As a condition of the sale contract, contractors agree that their trucker may be checked for compliance while enroute.
- c. Periodically the lock boxes are emptied. This can be done in the normal course of woods work. As scale slips are returned with second copies of the tickets attached, these are matched with the ticket copies recovered from the lock boxes. The manager or administrator then has a complete record of the wood removed from the time it left the sale until it was scaled at the destination mill. Scale volumes are entered on a recapitulation sheet and the appropriate deduction made from the contractor's advanced stumpage payment.

Discrepancies in unmatched ticket copies must be checked and resolved.

3. Variations

- a. Variations to fit local conditions are possible. Following are some examples:

- 1) The second copies of the tickets and scale slips can be picked up at the mill periodically. This eliminates the need for the mill to mail these back.
- 2) The scale may be written on the second copy of the ticket by the scaler. This is acceptable but not as desirable as a bona fide copy of the scale slip.
- 3) In weight scaling situations, the second copy of the ticket could be designed so that it could be inserted into the scale. The weight of the load would be printed directly on the ticket part.
- 4) In instances where wood is shipped through a broker by rail, the bill of ladings are sent by the shipper to the brokers with the second copies of the tickets attached. The brokers remove the ticket copies and hold these until they receive the scale slip from the mill. The ticket copies are then returned by the brokers with a copy of the scale slip. The rail car number on the ticket copies must match the rail car number on the scale slip.
- 5) Where wood is landed at a rail siding, contractors can retain the second copy of the ticket until the wood is shipped. They then attach sufficient ticket copies to cover each car load. When all the wood is shipped, obviously all the ticket copies will have been utilized. In this situation, only wood from one sale can be landed together.